



ASLEF

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4th rail protests at the heart of Europe



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Lasting legacy of Bob Crow and Tony Benn

OUR industry, and our movement, lost two comrades who have spent a lifetime seeking to create a fairer and better world so, first and foremost, our thoughts are with the families and friends of Bob Crow and Tony Benn. They were unique in this age of smooth media presentation because they could command a room, platform or debate through the power of personality, and intellect, not based on blind adherence to dogma, but conviction.

Conviction based on a belief in social and political change through solidarity and unity and a collective voice that looks after everyone but, first and foremost, the weakest in society; and these wonderful aspirations were not constrained by national borders. They shared many traits, despite seeing different routes to advancing the greater good, with convictions based on compassion that drove them both to work so incredibly hard and give generously of their time.

The outpouring of so much saccharine respect and hypocrisy from those in the media and politics who had vilified Bob and Tony for decades should not be allowed to undermine the courage, dignity and honesty they displayed in standing up for their beliefs.

Bob was a privilege to know, not just as a colleague, and the work we undertook in the rail industry, but for the support and friendship he offered when I became general secretary of ASLEF. His advice, humour and concern for my family will never be forgotten. Tony was unique, in outlook and experience, and many of us were inspired by being in his presence or chatting over innumerable cups of tea. His legacy, too, lives on.

We cannot replace Bob or Tony but we can continue to fight for what they believed in – social justice, nationalised industry and numerous other causes to create a better world for future generations and the best tribute we can pay to two men who were so willing to fight so hard for others is to never give up.

Mick Whelan, general secretary, ASLEF
The train drivers' union



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ABOUT **ASLEF**

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ASLEF activists make a point in Parliament

The sudden and unexpected death of Bob Crow cast a long shadow over ASLEF's parliamentary reception at the House of Commons on Tuesday 11 March. The RMT leader died of a heart attack in the early hours of the morning at the age of 52.

Mick Whelan, ASLEF's general secretary, paid tribute to Bob on LBC and the BBC News Channel before joining Jo Coburn at Millbank to talk about Bob's life and work on the *Daily Politics* show on BBC2 while Simon Weller, our national organiser, was talking to Jeremy Vine at New Broadcasting House on Radio 2.

Our annual parliamentary reception, hosted by Kelvin Hopkins, Labour MP for Luton North, and chair of the ASLEF parliamentary group, is an opportunity for the union to put our views across to MPs, peers, and other opinion formers.

Kelvin called for a minute's silence in memory of Bob before first Mick, and then TUC general secretary Frances O'Grady, both reflected on the legacy of a man



who did so much for Britain's railways and the trade union movement.

Mary Creagh, the Shadow Secretary of State for Transport, paid a personal tribute to the RMT boss, and then set out her plans for the future of the railway in this country under a Labour government.

MPs who attended include Katy Clark (North Ayrshire & Arran); John Cryer (Leyton & Wanstead); Jim Dobbin (Heywood & Middleton); Louise Ellman (Liverpool Riverside); Rob Ffello (Stoke-on-Trent South); Cathy Jamieson (Kilmarnock & Loudon); Sadiq Khan (Tooting); Mark

Lazarowicz (Edinburgh North & Leith); Stephen McCabe (Birmingham Selly Oak); John McDonnell (Hayes & Harlington); Michael Meacher (Oldham West & Royton); John Robertson (Glasgow North West); Lindsay Roy (Glenrothes); and Rosie Winterton (Doncaster Central).

Guests included Steve Turner, assistant general secretary of Unite; Ian Lawrence, general

Mick Whelan (above) makes a point to Mary Creagh; Kelvin Hopkins (top left) welcomes guests; Sadiq Khan (left above) tells Frances O'Grady why he should be the Labour candidate for London Mayor; Tony West (far left) cosies up to John Cryer; who talks to Tush McDonald and Andy Botham; while Steve Turner (left) and Michael Meacher listen to the GS. Photos: Andrew Wiard

secretary of the National Association of Probation Officers; John Monks, former general secretary of the TUC and ETUC and now a Labour peer; Kevin Maguire, associate editor of the *Daily Mirror*; Stephen Joseph, chief executive of the Campaign for Better Transport; as well as EC members, DOs and ASLEF activists who have been on the political course.

ALBERT SQUARE RALLY

Workers' Memorial Day remembers those who have lost their lives and campaigns against the coalition's attempted cuts to our health and safety regulations. District 3 is marking WMD on Monday 28 April at a rally at midday in Albert Square in Manchester. If you want to show your support contact Alan Moss on 07917 063665 or Colin Smith on 07977 142460.

HS2 CASH WON'T BE DIVERTED IF THE PROJECT IS CANCELLED

Britain's railways will receive just a fraction of the funding earmarked for HS2 if the high speed project is scrapped, according to a new report.

Of the proposed £42.6 billion budget earmarked for HS2, just £2 billion would be given to the Department for Transport – with only £270 million to be spent on rail – according to the report from the High Speed Rail Industry Leaders Group.

The first phase of HS2, from London to Birmingham, will see the construction of a new high speed line cutting through Conservative heartlands in the Chilterns and is due to be completed by 2026. A second Y-shaped section, taking the line to the north-west and north-east of England, is planned for 2032.

BLOWING BUBBLES Graham Morris has been re-elected, unopposed, for a fourth term as District 1 Organiser. He was first elected to the job in 1999.

OFF THE SHELF

Pen and Sword Books, part of the *Barnsley Chronicle* newspaper group, is a publisher which specialises in military and history books. John Scott-Morgan wants to expand his transport list with a new series 'covering the lives of railwaymen, at all levels of the industry, not only during the steam era, but the diesel and electric period, too'. You can pitch your project by emailing johnscottmorgan@btinternet.com



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ASLEF in action: Howard Kaye at King's Cross; Nigel Gibson at Peterborough; and Tosh McDonald with Labour MP Hugh Bayley at York



A SLEF activists were out in force at stations up and down the East Coast main line for an Action for Rail protest against government plans to re-privatise this public service just a few months before the general election.

They lobbied passengers at Edinburgh Waverley, Berwick-upon-Tweed, Newcastle, Durham, York, Hull, Keighley, Doncaster, Peterborough, Stevenage, and King's Cross on Friday 7 March.

Mick Whelan, general secretary, said: 'It's about time the Conservative-led coalition, rather than rushing to privatise the East Coast before it's voted out of power next year, listened to the views of the travelling public and stakeholders in the industry, and left the East Coast in successful public ownership, returning money to the Treasury, rather than being siphoned off as private profit.'

Frances O'Grady, general secretary of the TUC, said: 'Since it was re-nationalised this line has gone from strength to strength. This government is clinging to an outdated faith in privatisation at all costs and is blind to the fact that public ownership has been a success for taxpayers and



passengers alike. By taking the East Coast out of public ownership the government will be passing the income the line raises into the pockets of corporate shareholders, when it should be using the cash to reduce rail fares and improve services for passengers.'

The protest was timed to coincide with the Liberal Democrat spring conference in York and Tosh stood outside the station, cheekily holding up a 'taxi card' calling for the Lib Dems to do the right thing. Tosh was also interviewed for Radio Sheffield and Yorkshire TV's early evening news programme *Calendar*.



Have you got a story about the miners' strike of 1984-85? Send it to us – by email to journal@aslef.org.uk or by Royal Mail to 77 St John Street, London, EC1M 4NN – and you could win a copy of the new fourth edition of

The Enemy Within: The Secret War Against the Miners (Verso, £12.99) signed by its author, *Guardian* columnist Seumas Milne.

500 CLUB: Ian Twells, with number 51, won the March draw, scooping the RMS prize money jackpot of £372.

Off the rails



ROGER DALTREY, long-time lead singer of The Who, is making tracks of a different sort these days. Daltrey, 70, who has just released an album with Dr Feelgood guitarist Wilko

Johnson, is the driving force behind plans to turn a derelict rail site near Ashford in Kent into a state of the art model railway museum. 'The great thing about model railways is you can be doing a bit of woodwork, a bit of painting, a bit of this, a bit of that, and having fun with your mates,' says the man who once sang, 'I hope I die before I get old.' He adds: 'We're trying to start a model railway museum down in Ashford, me and a few pals. Britain forgets we invented the railway and it conquered the world. The railway was the first thing to open up the world in a big way for trade. We invented it, and we should be proud of that. The model making side of it, it's enormous.'



KEIR STARMER, the former Director of Public Prosecutions, is said to have his eye on Holborn & St Pancras, a seat Frank Dobson is expected to give up at the next election. That might explain why Starmer has waded into the row over HS2 by claiming, somewhat contentiously, that the rail link breaches the European Convention of Human Rights of some of those people he would like to represent in the next parliament. He wants 'double bubble compo' – more financial compensation – for homeowners living near the station.



MANCHESTER Piccadilly drivers Tony Dobson and Mark Jones, on a visit to Tullie House Museum & Art Gallery in Carlisle, were delighted 'to see our union represented in the railway history section. Sorry to say, the air quickly turned blue on reading the information card below the badge!'

AHEAD of our annual assembly of delegates in Brighton next month, pause for a moment to consider the hard task of the stenographers who have to write the verbatim report. Debbie Reay was at pains to point out that, contrary to the verbatim report of proceedings in Edinburgh last year, 'I did not refer to Ray Jackson, of the Retired Members' Section, as the Elephant Man, but as the eloquent man!'

WATERLOO is Britain's busiest railway station with 96 million passengers last year, followed by Victoria (77.3 million), Liverpool Street (58.4 million), London Bridge (53.3 million), Charing Cross (38.6 million), Euston (38.3 million), Paddington (34.1 million), Birmingham New Street (32 million), King's Cross (28.4 million) and Glasgow Central (27 million) according to new statistics from the Office of Rail Regulation.

WHICH member of the ASLEF delegation to the ETF-organised protest against the Fourth Railway Package in Strasbourg (see *centre pages*) said, as they stepped off the Eurostar at Gare du Nord in Paris, 'Remember, colleagues, that we are here as ambassadors of the RMT...'

Unions, Labour and supermarket barons

JAMES MCGOWAN reports from the special conference on Labour's union link

The ASLEF delegation to Labour's special conference on the Collins Review into Labour Party Reform at the ExCel exhibition and conference centre in London's Docklands on Saturday 1 March consisted of general secretary Mick Whelan, EC vice-president Tosh McDonald, Les Bennett (Bishop's Stortford) and Cliff Holloway (Euston) with national organiser Simon Weller also in attendance.

The delegation followed the

mandate from the executive committee by supporting the proposed party reforms. In his speech from the platform Tosh insisted that ASLEF would remain a 'firm, but critical, friend' of the Labour Party.

Tosh said trade unions are democratic, accountable, and transparent organisations – 'trade union money is the cleanest money in politics' – and then called on the party to 'rein in the supermarket barons,' a thinly-



Photos: Jess Hurd and Philip Wolmuth



veiled reference to the insidious influence of Progress, the right-wing Labour Party pressure group lavishly backed by the multi-millionaire supermarket heir Lord David Sainsbury.



The ASLEF delegation also held a number of useful informal meetings with Labour MPs and senior trade unionists.

Speed restrictions – have your say



The Rail Safety and Standards Board is carrying out research into compliance with permanent, temporary and emergency speed restrictions on the rail network and wants your help. Agata Pogodzick of the RSSB said: 'If you are a train driver, we would like you to take part in our survey. This is a great opportunity for you to give us your honest views about speed restrictions.'

The aim of the project is to understand how drivers react to speed restrictions and the reasons why they may, on occasion, exceed speed limits.

'The research will consider the whole process from the designing of speed restrictions to travelling through a speed restriction and

how all roles and activities can influence driver behaviour,' said Agata. 'We want to identify and evaluate potential approaches to addressing the causes that can lead to a driver failing to comply.'

The RSSB is distributing surveys to TOCs and FOCs nationwide. 'It should only take between 15 and 20 minutes to complete and the answers will remain completely anonymous. The deadline for completion of the online survey is 16 May but we need paper copies returned by 9 May.

You can complete the survey online by going to www.surveymonkey.com/s/speedrestrictions.

If you have not received a survey from your company and would like to complete one, or if the survey raises any issues you wish to discuss, contact Damien.robinson@rssb.co.uk.

PUBLIC OWNERSHIP POLL WINNER

A new YouGov opinion poll just 14 months before the next general election reveals that an overwhelming 64% of all voters want Britain's railways to be renationalised with just 20% hostile to the idea. Not surprisingly, 80% of Labour voters and 68% of Liberal Democrats are calling for public ownership. But, interestingly, 50% of Conservative voters now want public, not private, ownership with 36% still wedded to the 'overcharging, under-performing' privatised train operating companies.

RUN-OFF TO REPLACE STAN There will be a run-off to elect a new District 7 Organiser, following the retirement of Stan Moran, after no candidate secured more than half the valid vote. In the first round, which closed on 12 March, Brian Corbett received 451 votes; Bryan Davies 315; and Steve Austin 201. Turnout was 48.6%.

Down the Tube

The provocative decision by Boris Johnson, Mayor of London, and Peter Hendy, of Transport for London, to invite tenders for driverless trains on the London Underground prompted Mick Whelan to tell the *Financial Times* that trying to run such trains would result in 'all-out war'.

TfL announced plans to procure 100 new trains, supposedly without drivers' cabs, for the Piccadilly line as part of a £10 billion upgrade over the next 20 years. Mick told Mark Odell, the *FT*'s transport correspondent: 'It would be all-out war and we will do everything to protect our colleagues on the Piccadilly line.'



The *FT* suggested 'the timing [of the announcement] was poor given the state of industrial relations' and pointed out that the trains aren't due to go into service for 10 years. And rail expert Christian Wolmar said:

'It's a myth, promulgated by a mayor who wants to deceive the public. The fact of the matter is that any new trains will need to be staffed, by well-trained people able to take the controls in an emergency, and there will have to be space for a person at the front.'

We have also been here before; hence this front page from the Boris, Tory, and TfL friendly *Evening Standard*, way back in 1977.

SORRY SEEMS TO BE THE HARDEST WORD

Network Rail has apologised for deaths at level crossings after a scathing report from the Commons Transport Select Committee accused the track operator of showing a 'callous disregard' for the bereaved. New chief executive Mark Carne said: 'I wish to extend a full, unreserved, apology to all those whose lives have been touched by a failing made by this company in managing public safety at level crossings.' Network Rail has closed 750 level crossings since 2010 and plans to shut a further 500 in the next five years.

Don't discriminate against dyslexics

CHRIS NUTTY, ASLEF education project worker, reports from a special conference in Derby on dyslexia

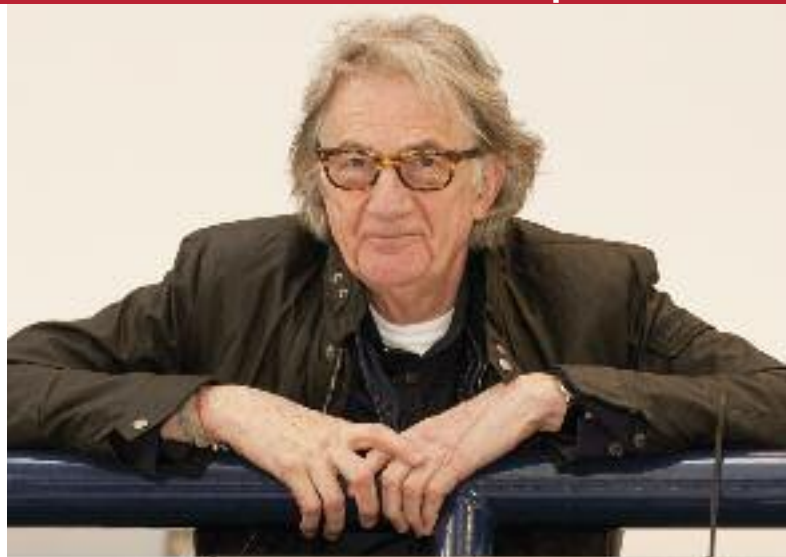
PAUL SMITH – arguably the most famous man to come out of Nottingham since Robin Hood – is known around the world for his cutting edge menswear designs. It's not so well known that the designer and entrepreneur, knighted for services to the fashion industry in 2000, is dyslexic.

Sir Paul, who is patron of the Dyslexic Association, spoke at a recent training day at the University of Derby which aimed to highlight the strengths people with dyslexia can have, and how businesses might benefit from dyslexia-friendly employment practices in the workplace, while Dee Caunt, chief executive of the

association, explained how, in most cases, there are simple solutions to deal with dyslexia.

Paul talked about the positive effects the condition has had on his life and how it has not held him back but made him more creative. He said: 'These traits are, in reality, strengths and skills greatly valued by employers – such as having a greater level of intuition and curiosity; innovation; problem solving; the capacity to think multi-dimensionally, and in pictures, using all of the senses.'

Among the rail delegates attending the event was ASLEF education project co-ordinator Shirley Handsley. She said: 'Paul's words about dyslexia making him



Style guru Paul Smith appeals to employers to hire more dyslexics

more creative really rang home. It made me think about ASLEF ULRs and project workers who have dyslexia and how they use their creativity to get learners on courses and employers to engage in the learning agenda.'

The condition affects 1 in 10 of the population yet still carries something of a stigma and employers, particularly in the rail sector, shy away from openly dealing with dyslexia which has

nothing to do with intelligence, ethnicity or class and should not hold anyone back from reaching their true potential.

● For more information contact the Dyslexia Association, Sherwood House, 7 Gregory Boulevard, Nottingham. Telephone: 0115 924 6888. email: helpline@dyslexia.uk.net or visit their website at www.dyslexia.uk.net

New guide for coroners

MICK HOLDER, of ASLEF's health and safety department, reports on revised guidance on coroners' inquests

The Ministry of Justice has just published two new guides for people involved in inquests that will be of interest to ASLEF reps and members involved in a death on the railway. They are available free to download from the web link below.

As previously reported in the *Journal* general secretary Mick Whelan met the Chief Coroner of England and Wales in December to set out our concerns regarding train drivers involved in fatalities on the railway being obliged to attend

any inquest into the death and give evidence in court. The Chief Coroner was sympathetic and assured us the matter would be discussed with the coroners under his jurisdiction.

Mick says: 'While the new guidance does not go quite as far as ASLEF members have previously requested, it does reflect the concerns we raised with the Chief Coroner and will be useful for drivers who do not wish to attend court.'

The main booklet, *Guide to Coroner Services*, spells out what an inquest is for, the role and powers of the coroner, and who can attend inquests (witnesses, the public and press) etc. The guidance states clearly it is the coroner who

decides on who shall be called to give evidence and in what order they will appear in open court.

Importantly for ASLEF members it now says: 'You may be asked to give evidence. This might be to give information about the deceased or the death. If you think this will be too difficult you can ask if you can give a written statement and this might be read out by the coroner's officer. This is underlined later when the guidance states: 'However, the coroner may decide to accept written evidence from the witness.'

The guides can be downloaded free from: www.gov.uk/government/publications/guide-to-coroner-services-and-corer-investigations-a-short-guide

Par for the course

Tony Peters, a Eurostar driver, is looking for golfers – 'husbands, wives, even children of rail staff may be eligible!' – to play for the RailSport International golf team at the next USIC international in France in 2015. If you think you're up to scratch, call Tony on 07743 653575 or email him at tony.peters@eurostar.com

Ed condemns TUPE changes

The Labour leadership has come out against the Conservative-led coalition's cuts to TUPE regulations which came in at the end of January. Ed Miliband, Ed Balls, Rachel Reeves and Chuka Umunna all signed an early day motion condemning the changes which make it easier for employers to cut pay and conditions for any worker transferred from one employer to another.

GOING TO GRANTHAM Ian Simpson has started a project to record the history of railways in Grantham, Lincolnshire. 'We are in contact with many ex-railwaymen and have started to record their memories of working on the railway at Grantham loco, and others in the station signal boxes and yards. What we would like to do is get in contact with drivers from other sheds, such as King's Cross, York, Doncaster, Gateshead, Heaton, Copley Hill, Colwick, and maybe others, who have memories of working to and from the town.' You can contact Ian (workevsimpson@btinternet.com) or check out www.returnto Grantham.wordpress.com



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The old lie:

Dulce et decorum est pro patria mori

On the opening day of the Battle of the Somme, on 1 July 1916, when Tommy Atkins and his mates – ‘lions led by donkeys’ – went over the top, more than 60,000 British soldiers were slaughtered. It was the single most disastrous day in the history of the British Army – and there are plenty from which to choose – but a generation of men in the trenches, and women back home, were scarred by troops being sent to certain death by ignorant, tactically inept, upper-class generals who cared more about the vintage of their port than the lives of the young working-class soldiers under their command.

To commemorate the start, 100 years ago, of the Great War,

Northern Rail driver Tim Wright is directing *The Accrington Pals* by Peter Whelan for the Denys Edwards Players at the Library Theatre in Sheffield.

The young men of Accrington, in Lancashire, answered Lord Kitchener's call to raise a New Army to go and fight the Boche. It was the smallest town in England to raise a Pals' Volunteer Battalion. Of 720 Accrington men who took part in the attack on 1 July, 584 were killed, injured, or reported missing in action.

'Peter Whelan's play is set in the early years of the First World War, when this country's initial optimism was waning in the shadow of the tales of the wholesale slaughter of a



generation in the fields of Flanders,' says Tim. 'It depicts the experience of the men in the trenches on the Western Front, and the experience of the women left behind to face social changes, deprivation, and the propaganda and lies of the government.'

The railway connection doesn't stop with Tim. Ralph is played on stage by Euan Codrington, the 18-year-old son of Sheffield driver Maria Wright and Northern Rail estates manager Neil Codrington; Reggie by Joshua Williamson, the 12-year-old son of Daryl

Williamson (another Sheffield driver); and the leading lady May by Danni Hibbert, whose husband Andrew works for Balfour Beatty Rail.

The Accrington Pals is at the Library Theatre in Sheffield from 16 to 19 April. Tickets are £8.

Star of wonder star of night

Eurostar has carried 140 million passengers since its first services left London, Paris and Brussels on 14 November 1994. It carried 10 million passengers last year – a long-standing target which the company originally hoped to achieve within five years – and turned a profit for the first time in 2011. So it's curious that the Conservative-led coalition has just announced plans to sell off its 40% stake in the project. They say they want to sell £20 billion of public assets to pay for new infrastructure and Eurostar could be a way of realising half that.

Danny Alexander, Chief Secretary to the Treasury, told Parliament: 'There are assets that



Danny Alexander wants to sell

could be sold, such as the government's stake in Eurostar. No final decision has been taken on that, but we are working towards ensuring that we can put those assets into the private sector, where they can be better run and better managed, and use the resources for infrastructure projects.'

Eurostar is owned by SNCF (55%); London and Continental Railways (40%) and the Belgian state railway (5%).

(I can't get no) satisfaction

Merseyrail has topped a *Which?* customer satisfaction survey – just ahead of Chiltern Railways and c2c – which reveals that many privatised train companies fail to score more than 50%. Worst rated TOCs were Southeastern and Greater Anglia, with just 40%, and First Capital Connect – dubbed Worst Capital Connect by disgruntled passengers – on 41%.

Passengers scored companies for frequency, punctuality, and reliability and 11 of the 19 companies had a satisfaction score

of 50% or less.

Richard Lloyd of *Which?* said: 'Train companies are consistently falling down on the basics of customer service with dirty, overcrowded carriages and toilets that don't work.'

A spokesperson for Southeastern said the company, which runs trains from Kent and Sussex into London, always performs badly in surveys because it 'takes people somewhere they don't want to be [work] at prices they don't want to pay.'

SHIFTING THE BALANCE

Close the Gap is a Scottish project, started in 2001, which seeks to work with employers and employees to address the gender pay gap. Partners in the project include the Scottish Government, the STUC, the Equality and Human Rights Commission, Highlands and Islands Enterprise and Skills Development Scotland.

In February the project launched its report *Shifting the Balance* which examines trade union responses to tackling gendered occupational segregation, the inequality of the distribution of men and women across different occupational categories.

Today most female employment is concentrated in one of the five Cs – catering, caring, cleaning, clerical or cashier.

This is an issue that ASLEF has long been concerned with given that only 4.5% of train drivers in Britain are women which is not representative of society as a whole. In 2012 the union commissioned the *On Track with Diversity* report which features as one of only three case studies in *Shifting the Balance*.

Lee James, ASLEF's equalities adviser, attended the launch event and gave a presentation about our gender equality work.

CONFERENCES

The Scottish Labour Party conference, the last before the referendum on independence, is at the Concert Hall in Perth from Friday 21 to Sunday 23 March. The Welsh Labour Party conference is at the Venue Cymru in Llandudno from Friday 28 to Sunday 30 March. The Scottish TUC congress is at the Caird Hall in Dundee from Monday 14 to Wednesday 16 April.

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Women workers are fighting back



COLLETTE GIBSON reports from the ITF women's conference in India

MORE than 270 International Transport Workers' Federation delegates from 80 countries met in January at the ITF women's conference in Delhi to set the agenda for its gender work ahead of the ITF congress in Sofia in August. The conference, held once every four years, gives women transport workers a chance to build an action programme for the next four years. Major themes discussed and debated included leadership, organising women to help build union power, violence against women and our vital public transport services.

On day two the new ITF action guide on violence against women was introduced. A march and rally calling for an end to violence against women was organised and hosted by the All India Railwaymen's Federation, which concluded with a very moving street theatre performance, the aim of which was to highlight the issue among young people.

RACE TO THE BOTTOM

Resolutions coming out of the conference included an expression of solidarity with women workers at Qatar Airways facing intimidation and surveillance from management; to act to build support from male union leaders; and a call for ITF unions to stand firm for gender justice to advance the demands and aspirations of women at work, in the community and in the union.

After conference closed 30 delegates took part in a workshop to strengthen union responses to violence against women. It's the first step in developing a programme on violence against women which can be put into action by ITF unions worldwide.

The theme of the ITF women's

conference was Global Crisis to Global Justice: Women Transport Workers Fighting Back. The global economic downturn has had a major impact on transport jobs and income for men and women in both developed and developing countries. The race to the bottom in cuts to jobs, pay, working conditions, workers' rights, and services, has hit women particularly hard, both in work and in family life.

WOMEN GO HUNGRY

Women are often the first to lose work, or have their hours cut, to go hungry when money is short, and to carry the burden when support services are withdrawn. ITF indicators suggest that only a minority of the world's transport workers are in secure jobs. The economic crisis has been used by many employers to casualise the workforce, outsourcing work, particularly the kind of unskilled work traditionally undertaken by women workers. Agency workers and contractors are notoriously difficult to organise and, globally, women transport workers are often concentrated in low paid casual work.

In order to tackle this problem and fight back to improve the lives of women, conference came up with an action plan – organising women to build strong unions. The importance of improving women's industrial strength by organising women workers was emphasised. You improve conditions by standing together.

Equally important is the existence of women in leadership positions within trade unions. The ITF women's committee has focused on developing women trade union leaders and has launched a leadership development programme. This has been rolled out since 2011



ITF delegates (above) want to make sure women workers aren't here to serve men in the 21st century



and is ongoing, with a second phase planned this year for those who have completed stage one.

An important aspect of the ITF women's conference is hearing experiences from women around the world, their issues, their battles, their successes. The most poignant speaker was a female seafarer from Sri Lanka. She was beaten and kept in a cupboard on board her ship for three days because her captain said she had failed to use the radio correctly. She took six months to recover from a broken jaw and other injuries, and lost her job.

INTIMIDATION

As she was part of a training scheme she, and two other women on the scheme, were removed and sacked. Three years later she is still barred from returning to shipping. We heard from an employee of Qatar Airways about the power and control QA have over their employees. The conditions of women workers worldwide and the violence and intimidation we have to work under is staggering.

The ITF continues with its campaign to raise awareness of the level of violence against women worldwide.

As a craft union, in a well organised industry, in a country with a fairly good record of

workers' rights and protections, it is very easy for us to remain inward looking and to forget that out there in the rest of the world workers are struggling for even the most basic rights.

FELT EMPOWERED

Marching along a road carrying a banner felt, perhaps, a bit tame for us, because we can do this any time, but it was sobering to be told by a delegate from Bahrain that she felt empowered and wished that she could do that in her country; to meet the Palestinian delegate, who was late because the Israelis closed the border; to hear from South American delegates who used the ITF to improve relations and help form a federation of trade unions between neighbouring countries to improve conditions for workers of the same international employer.

For so many delegates, the ITF is an agency which helps them organise, provides funds, makes a difference and gives hope. ASLEF's involvement in international issues will always be controversial but we need members to understand that the trade union movement is about putting in, supporting and encouraging. It is not always about what you get out of it; sometimes it's about what you can give back.

● The International Transport Workers' Federation, founded in 1896, is a federation of 700 trade unions in 150 countries, representing 4.5 million transport workers around the world. The acting general secretary is Stephen Cotton, who addressed AAD in Edinburgh last year.

Trade unions – a strong and certain future



Despite the ravages of Thatcherism and de-industrialisation
GREGOR GALL

explains why union membership is healthier than you might think

IT IS common knowledge that trade union membership has fallen quite dramatically since Margaret Thatcher became prime minister in 1979. The figures have halved from 13.5 million then to between 6.5 and 7 million now. Density – the proportion of workers in union membership – has also fallen from 55% in 1979 to 26%.

But what does the average trade union member look like today after more than thirty years of upheaval and attacks?

Back in the day, the Andy Capp image of a union member was of an ageing white man, from somewhere up north, who worked in a factory, smoked Woodbines and kept pigeons or greyhounds. In other words, 'male, pale, and stale'. As such members grew older they also became 'frail'. Of course, all stereotypes must have an element of truth to make them stick. In this case, there was more than just a small element of truth.

But wind the clock forward and today the average member is more likely to be a woman who works in the public sector and is between 35 and 49 years of age. (What her habits are we do not exactly know). This reflects the decline of the manufacturing sector and – despite government cuts – the rise of the public sector, especially the public services.

DEMOGRAPHIC TIME BOMB

Indeed, not only are 60% of union members to be found in the public sector but union density is far higher, too – 56% in the public sector compared to 14% in the private sector. However, there are also significant differences within the private sector, with membership in the utilities (gas, water, electricity) and transport and communications being much higher than in other parts of the private sector.

And, in what remains of the manufacturing sector, with less than 3 million workers these days, men are still more likely to be union members than women so Andy Capp is not yet a complete work of fiction. Moreover, union membership is significantly higher in Wales (33%), Scotland (32%) and the north of



Thirty-five years ago Andy Capp (left) was the image of the average trade union member. After Mrs Thatcher (above) laid waste to the manufacturing base of Britain that worker now looks more like TUC general secretary Frances O'Grady (left)

England (30%) than in the Midlands (25%), London (21%) and the south of England (22%).

What we also know is that, along with women workers being more likely to be members than men, black workers are more likely to be members than white workers as are those in the professions, too. Unfortunately, despite all this, the proportion of young workers in unions is small and declining. Just 8% of workers aged 16 to 24 are union members.

EXPERIENCE OF WORK

This is the bedrock of the phenomenon known as the 'never member' and it raises the issue of a demographic time bomb. Unless significant numbers of new, young members are recruited and retained, unions will shrink as the older members will die out (even though they will now have to work longer) and not be replaced.

However, the experience of work suggests that the longer workers are in work, the more likely they are to see the value of membership as they face the injustices resulting from how many employers behave. Added to this is that the union premium of wages and conditions being better in unionised than non-unionised workplaces is still high enough at 15% to attract new members once they know what a union is about.

So despite the battering of Thatcherism and de-industrialisation in the 1980s, and then the return of recession, and cuts in government spending on public services

under the current coalition government, union membership is a lot healthier than you would probably imagine.

BIGGER AND BETTER FUTURE

Depending on your perspective, it's a case of a glass half full or a glass half empty. The half empty argument stresses the decline and consequent weaknesses. That's fair enough, but it is not the whole story. That's why a bit of the glass half full is also necessary because, looking forward rather than back, it's a case of what can unions do with their current membership to build a bigger and better one in the future. This is an issue of the resources that members bring to their unions through not just their subs but also their participation and involvement.

Here, a small but specialist craft union such as ASLEF can teach some lessons to the other trade unions. It should not be assumed that bigger unions are necessarily better – or the way forward. Much is lost when many different trades and professions are put together in one union. Smaller unions have often demonstrated that the connection between the union and its members is closer and tighter.

In other words, members have a better and more meaningful understanding of their union and their role within it. This insight is crucial to getting not just more workers into unions but to make them more active in their unions. Once this nut is cracked, we will be assured of a strong and certain future.

● Gregor Gall is Professor of Industrial Relations at the University of Bradford, Visiting Lecturer in International Labour and Trade Union Studies at Ruskin College, Oxford, and a visiting lecturer at the University of Hertfordshire

Smoke on the water and fire in the sky

KEITH RICHMOND reports on a bid by ASLEF to put the brakes on the European Commission's controversial Fourth Railway Package

A SLEF went to the heart of Europe to lobby MEPs against approving a controversial package of proposals which would foist the British model of rail privatisation on the rest of the European Union.

The ASLEF delegation – general secretary Mick Whelan, national organiser Simon Weller, district organisers Dicky Fisher, Nigel Gibson and Graham Morris, executive committee members Dave Calfe and Marz Colombini, and policy officer Dave Gould – joined the European Transport Workers' Federation protest against the European Commission's Fourth Railway Package at the European Parliament in Strasbourg on 25 February.

Speaking against a cacophony of whistles, rattles, and vuvuzelas, and in front of a parliament building disappearing behind a blanket of smoke from flares lit by CGT activists, Mick said: 'In Britain we know that privatisation – or flogging off our national assets, as I call it – doesn't work. It's not the right model for Britain. And it's not the right model for Europe.'

More than 3,000 railway workers from across the European Union turned up to protest about measures which would turn what are seen, across the continent, as a public service, into an opportunity for a few firms to plunder a private profit.

Speaking outside the European Parliament,

Mick said: 'In the UK we are still learning – and still suffering – from the harsh lessons of the flawed model that the European Commission now wants to impose on the rest of Europe. In the interests of passenger safety, proper investment, a properly integrated and publicly-accountable railway network, I urge MEPs to reject these proposals.'

Manuel Cortes of the TSSA said: 'Our fragmented, privatised, railway network has turned into a taxpayer-funded junkie, needing more than £4 billion a year in public funding fixes so a few firms can make a private profit. It's economic madness.'

The demonstration was timed to finish just before the debate on the package started in parliament that afternoon, and the day before the vote.

The European Parliament, during a plenary session in Strasbourg on 26 February, voted by a large majority to overturn some of the key proposals on vertical separation, transparency and competitive tendering.

MEPs endorsed the 'technical pillar' of the package, which recasts the safety and interoperability directives, and a compromise proposal to introduce 'open access' domestic passenger services in member states from 2019, but postponed the compulsory tendering of public service contracts until 2023.

But when it came to the 'market pillar' covering the directive on rail sector governance and 'market opening', parliament, by a large majority, adopted a series of amendments that significantly water down proposals for the independence of infrastructure management and financial transparency within vertically-integrated holding group structures.

The Commission immediately expressed its

competition for the market to allow the transparent and cost-efficient award of public service contracts, as experienced today in some member states.'

In other words, the discredited system we have in Britain with franchises supplemented by the odd open access operator.

The Commission wanted to introduce a mandatory tendering of public service contracts in December 2019 with contracts awarded after the adoption of the package not able to continue beyond 31 December 2022.

Other proposals centred on ensuring an even more stringent

separation of infrastructure managers, which run the network, and railway undertakings, which run the service, to ensure equal treatment for all train operators, state or private. The Commission wanted to end any advantage a state monopoly enjoys by running the tracks and the trains that run on those tracks.

The Fourth Railway Package, in essence, meant easier access for the private sector to the European rail network in the name of private profit rather than a democratically accountable service run for the benefit of passengers and taxpayers.



disappointment. Siim Kallas, vice-president for transport, said the vote 'would limit effective competition in the rail sector' and 'is yet another demonstration of the tenacity of vested interests that proved appealing to MEPs.' The Council of Ministers has yet to adopt a position on the package but the plenary vote was a timely shot across their bows.

While it is too early to confidently hail another Victory in Europe, not least because there is clearly a head of steam at the Commission to force through the flawed British model on the rest of Europe, it is encouraging that MEPs listened to their constituents, and the protesters outside parliament, and watered down the proposals.

Mick Whelan summed up the problem with the package: 'Deregulation – which is all about making people work harder, for longer, for less –

THE FOURTH RAILWAY PACKAGE

DAVE GOULD examines the European Commission's proposals for a 'single European railway area to foster European competitiveness and growth'

The European Commission didn't want to learn from our mistakes but, rather, to make 'the British model' the rule for the rest of Europe through the Fourth Railway Package.

At the core of the proposals was a desire to create an open market, across the European rail system, open to companies throughout the world.

The Commission admitted that

to ensure high quality and integrated services it would be necessary to 'continue to require a large proportion of rail services to be provided under public service contracts, specified and subsidised by member states.'

So they did not suggest only open access operations, but two levels of competition with 'those services that can be provided through open access and



What has the European Union ever done for us?



Labour's leader in the European Parliament GLENIS WILLMOTT reveals the truth behind those Euro smears

Euromyths, like death and taxes, will probably always be with us. They have become part of the fixtures and fittings of political discourse. The tabloids love them, of course, the BBC has published a guide to the 'best Euromyths' and there is even a special section devoted to correcting them on the European Commission website.

Silly stories about Euro bans on homemade jam, classic cars and even bendy bananas are intended to stoke anti-European sentiment and are often easily rebutted. But it's useful to remind ourselves of what the European Union actually has done for us – not the least of which has been to improve workers' rights.

REPATRIATING POWERS

When David Cameron talks about 'repatriating' powers from Europe to Westminster, he means taking hard-won rights away from working people. Because the Tories want employers to be able to exploit their workers; just look at how his Conservative-led coalition government is already attacking our rights.

It has introduced fees for taking claims to employment tribunals, doubled the qualification period for unfair dismissal claims from one year to two, halved the minimum consultation period for mass redundancies from 90 to 45 days and scrapped a series of health and safety laws. It has cut back safety inspections so far that a study by Stirling University reveals there are now 37 designated 'sectors without inspectors' employing the majority of the workforce.

But he can't touch rules that stem from Europe. TULO, the campaigning voice of the 15 trade unions affiliated to the Labour Party, lists some of the rights underpinned by European law which would be at risk if Cameron negotiates away what he euphemistically calls 'red tape'.

These include the right to written terms and conditions and a job description; information and consultation about changes at work in organisations employing at least 50 people; the same terms and conditions if you are transferred to a new employer; equal treatment for

agency workers; a 20 minute break where the working day is six hours or more; at least one day off a week; at least four weeks' paid leave each year; time off for urgent family reasons; and parental leave of up to 18 weeks for parents of children under five (on top of maternity and paternity leave).

European health and safety rules require employers to carry out risk assessments and take steps to prevent or control the risks identified and protect safety reps from unfair treatment for carrying out their duties.

HARD WON RIGHTS

And European laws guarantee the right not to be discriminated against or harassed on the grounds of gender, religion or belief, disability, age or sexual orientation. They require employers to make reasonable adjustments for disabled workers. They state that women cannot be sacked for being pregnant, guarantee that women have a right to return to work after maternity leave on the same pay and terms and conditions. And they provide the right to time off for ante-natal appointments and health and safety protection for pregnant women and new and breastfeeding mums.

These rights were hard won, and every step to improve conditions for workers was bitterly opposed by the Tories and the other right-wing parties throughout Europe. That's why it's crucial that in the European elections in May we elect Labour MEPs who will defend workers' rights and campaign for better, not worse, health and safety standards.

is not the right model for the railways.'

And with state-owned railways on the continent lobbying hard against the proposals, this is not the end of this particular story.

● **Elections to the European Parliament on Thursday 22 May coincide with local elections in England. In total, 73 MEPs will be elected from the United Kingdom. Currently, the Conservatives have 26, Labour 13, the Lib Dems 12, UKIP nine, the Greens two, and the SNP two.**

GLENIS WILLMOTT'S EUROMYTHBUSTERS

Myth 1: Leaving the EU could result in a jobs boom

Nearly 3.5 million jobs, accounting for 10% of the workforce, rely on EU membership, and thousands of jobs could be lost as a result of a Brexit. Nissan has warned that leaving the EU could create barriers to foreign investment.

Myth 2: Britain would save money if it left the EU

Being in the single market brings increased trade and affluence and increases in income of between 2% and 6%. Everyone is better off by between £457 and £1,373 a year because Britain is in the EU!

Myth 3: Brussels bureaucrats decide for the UK

Decisions are made in the European Parliament, where



the UK has its share of elected MEPs, and in the Council of Ministers, where the UK government is a major player.

Myth 4: EU migrants can claim benefits as soon as they arrive in the UK

EU rules require migrants to meet stringent requirements before they are eligible for benefits. EU citizens who do not get a job within three months and do not have sufficient means to support themselves cannot stay, let alone claim benefits.

Myth 5: Europe is strangling the UK in red tape

Single market rules replace 28 national rules with a single EU rule. Those remaining are there to prevent potentially serious harm, make the single market work, and in some cases both.

Glenis Willmott has been an MEP for the East Midlands since 2006 and leader of the European Parliamentary Labour Party since 2009. She's also a member of the party's National Executive Committee and attends Shadow Cabinet meetings

The Spanish Civil War casts a long shadow over the country to this day



Next month marks the 75th anniversary of the end of the Spanish Civil War on 1 April 1939. DAVID MATHIESON pays his own homage to Catalonia

¡No Pasarán!

In the early hours of the morning on 12 February 1937 a fleet of lorries pulled up outside a farmhouse in the Jarama valley 30km east of Madrid. About 500 young British men jumped out, pulling their ruck sacks after them, and headed into a courtyard where they were given toast and hot black coffee. One of them later recalled that they looked to all the world like a group about to go on a Sunday outing. But this was no picnic. In less than 72 hours more than half the group were dead or badly wounded.

LONG AND BLOODY

These men were volunteers in the British battalion of the International Brigades who decided to fight in the Spanish Civil War between 1936 and 1939. In the early 1930s the democratically-elected left-wing Republican government in Spain launched a series of long-overdue social and economic reforms to improve life for industrial workers and peasant farmers.

Conservatives – the rich, the powerful and the Roman Catholic church – were outraged and the army attempted to overthrow the government by force. But millions of Spaniards were determined to defend their government and resist the military takeover. The coup failed and the country was plunged into a long and bloody civil war. The Nationalist army, led by General Francisco Franco, was backed by Falangist irregulars and troops and weapons from Nazi Germany and Fascist Italy.

On the Republican side, thousands of ordinary men and women from 50 countries – known as the International Brigades – answered Miró's call to *Aidez L'Espagne*. As Franco's army closed in on the capital, Madrid, volunteers fought side by side with ordinary Spaniards under a slogan used by anti-fascists ever since: '*No Pasarán!*'

One of the most decisive battles of the civil war took place in the valley of Jarama. Republican forces were caught unawares when Franco launched a surprise offensive to cut off Madrid. The 500 British volunteers were thrown into the action and bore the full force of the attack. They had little training or experience but made up for that with raw courage and commitment to their cause. For nearly two days they dug in and held back the tide of fascism until reinforcements arrived.

HEROIC RESISTANCE

The heroic resistance of the British brigadiers is now commemorated by an annual walk through the valley on the anniversary of the battle. Last year dozens of British and Irish visitors joined more than 200 Spaniards to pay their respects on the battlefield. It was a source of great pride that a delegation from ASLEF, led by Mick Whelan, were among the marchers.

While the left remain determined to remember those who died fighting for democracy, Spanish conservatives do their utmost to ignore the struggle. The right-wing Popular Party, which controls both the city and region of Madrid, blocks all attempts at



an official commemoration for the International Brigades. In fact there is no museum, visitor centre or information about the war offered at all in the city. For the authorities it is as though the civil war never happened. Yet the conflict is an important part of European history and led directly, via the aggression of Hitler, Mussolini and Franco, to the Second World War.

It is also an important part of our history. Many of those who fought for the Spanish republic were active trade unionists and we should be proud of the part they played in resisting fascism for nearly three years.

As a member of the Labour Party, and long-time resident of Madrid, I decided to try and break the official silence. I set up a project called Spanish Sites which offers walking tours of the civil war battlefields around Madrid. The tours are day trips in and

around the city and offer a fascinating glimpse into the past.

Off the beaten track and the usual tourist trail much of the physical evidence of the war can still be seen – many of the sites look exactly as they did 75 years ago and it is still possible to find the debris of war, from trenches and gun emplacements to shards of shrapnel. Members of ASLEF and their families who may be visiting Madrid are welcome to join a tour to learn more about the vital part played by British volunteers nearly eighty years ago.

● David Mathieson is the founder of www.Spanishsites.org, an educational project to promote an understanding of the Spanish civil war. He was formerly a special adviser to Robin Cook and lives in Madrid

The Starkey truth about Bill Crow



DEBORAH REAY,
branch secretary,
Northern Line
North, gives the
media both barrels over
coverage of the recent
RMT Tube strikes

DURING the recent RMT/TSSA dispute on London Underground, there was a media frenzy castigating Underground staff for striking. While interviews with RMT union leader Bob Crow started out discussing the reasons for the strike, they invariably ended talking about his holidays and his home. You would be forgiven for believing that these pundits were trained as hairdressers rather than journalists.

The same old headlines were trotted out, together with a picture of Bob Crow scowling. 'Unions hold London to ransom' appeared over stories about greedy drivers who earn whatever figure they'd plucked out of the air that day. This strike was staged mainly by station staff, not drivers. The drivers who came out were supporting their colleagues, but never let it be said that the media allows the truth to get in the way of a chance to malign Tube drivers.

On *Question Time*, the right-wing historian



Bob Crow (above) with Mick Whelan was attacked by right-wing historian David Starkey (right) over the Tube strike

David Starkey bleated on about how much Tube drivers earn, £52k apparently, (wrong) and how our job could be done by dummies. He went on to lambast Bill Crow before being told by Tessa Jowell 'it's Bob, not Bill', to which he replied 'well, the large, red, fat man with all the pina coladas'. He went on to ridicule a young woman, who was clearly nervous, about her debating skills.

Dr Starkey, the odious Katie Hopkins and others of their ilk are wheeled out on panel shows not for their enlightening input into the discussion, but because they have no self-filter; every nasty little thought that pops into their heads is spewed forth, which the TV companies sell as 'great entertainment'.

Of all the rubbish printed and broadcast during the disputes, one salient point was that only 40% of the membership actually voted. This was compared favourably with Boris Johnson's mayoral election where he secured only 30% of the vote. Over recent years



elections and ballots have had low turnouts; there is no excuse not to vote. I can't understand people not voting; surely people want a say in who will govern.

London has a mayor elected primarily because of his popularity on *Have I Got News For You*. He refused to meet the RMT and TSSA and only spoke to Bob Crow via a radio phone in; this shows the regard in which he holds the unions and travelling public.

London Underground is going through huge changes; they want to make massive budget cuts, and current proposals will only save 6%. At the moment it's the station staff but they will be looking at train staff next.

We need to make sure the union is in good shape for future generations and, to do that, it is important that current drivers are aware of what it means to be in a union, and the need to stick together when our jobs or terms and conditions are under threat. Many new drivers have come into the grade on good pay and conditions and see no reason to be in a union other than as an insurance policy. It is down to established drivers and union activists to make them aware of the part ASLEF has played in getting these terms and conditions, the importance of attending branch meetings and encouraging members to vote in a ballot should it become necessary.

Playing the game

KATY PROCTOR, our conference organiser,
reports on the Play Fair campaign

Two years ago ASLEF denounced the unethical practices of the official sponsors of London 2012 and demanded better standards for workers around the world supplying goods and services for the Olympic Games. Following the London Olympics, trade unions and NGOs have continued to promote the Play Fair campaign in countries hosting major sports events such as the World Cup, Olympics and Commonwealth Games. Activists are calling on governments, FIFA and the International Olympic Committee to promote decent working conditions and labour

standards.

While the creation of jobs is positive, there are serious concerns over the lack of measures in place to protect workers. There have been a number of deaths and accidents on stadium construction sites in Brazil for the World Cup this year and it is a similar story in Qatar, where 99% of the construction work for the World Cup in 2022 is carried out by migrants who do not benefit from the protection of labour standards. Under the kafala system, migrant workers are unable to change jobs or leave the country without the

permission of their employer.

Gail Cartmail of Unite, who has been on an ITUC delegation to the country, says: 'Qatar is the world's richest state. The only reason such an appalling situation exists is greed and a total disregard for workers' rights. Only international solidarity, including assisting workers' organisations in the sending countries, will end this modern day slavery.'

In an open letter published last August, prior to the Winter Olympics, Stephen Fry spoke out about the humiliation, beating and murders of LGBT people in Russia. He argued that sport 'does not exist in a bubble outside society or politics.'

Mick Whelan, general secretary of ASLEF, agrees: 'There is always a wider cultural and political context to any sports

event. Sports fans can exert a lot of political and economic pressure by taking a stand against exploitation and discrimination and this is demonstrated by the success of the Play Fair campaign.'

Although campaigners were unable to prevent the Winter Olympics from taking place in Russia, they were successful in raising international awareness. Now activists are hoping to persuade FIFA to change plans to hold the 2018 World Cup in Russia. Already the FA and the UEFA have recognised that homophobia and racism are a problem in football stadiums and have begun to tackle the problem, so it is hoped that FIFA will follow suit in taking a stand against homophobia.

For more information visit www.play-fair.org

Peak time to raise banner

Buxton & Peak Forest branch welcomed District 3 Organiser Colin Smith along with our new district banner. Colin told us about his history as a trade union activist, thanked the branch for our nomination and informed us we had chosen the right person to do the job he has done for the last 15 years. He also spoke about freight sector developments and asked members



to write to MEPs over the controversial issue of mega trucks on UK roads which would be detrimental to rail traffic and the environment. Pensions were discussed, with the

consultation process coming up on how all train operators will provide details of the state of our pensions, and what may happen if they are in deficit. Colin answered lots of questions, said how successful East Coast has been under the public umbrella and how important Action for Rail is; when a TOC reaches the end of its franchise we should take it back into public ownership. Colin thanked us for our hospitality and said he looked forward to working with quality activists for his full term of office.

Paul Costello,
branch secretary

SLOW PROGRESS

Hussein Ezzedine, Edinburgh No 1 branch secretary, is keen to make it clear that his original report for the *Journal* in March about a public speaking course he attended at the Workers' Educational Association in London made no mention of Paul Richards being a key cog in the wheel of Progress. Hussein described Paul, who was giving tips on public speaking, as a speech writer, author and journalist – which he is – but his report was edited to clarify that Paul is also a leading light in Progress. 'He's an expert tutor,' says Hussein, 'but I would not extol the virtues of Progress, which has been described as a party within a party and a cuckoo in the nest.'



Andy White, Marz Colombini, Howard Kaye, Mick Whelan, Tosh McDonald, Alan Loughlin, Hugh Bradley and Brian Corbett face front after Mick is presented with a framed photo from Southampton.

THANKS FROM PHILIPPA I would like to thank Eastleigh branch for its generous £500 donation to the Freight on Rail campaign which is much appreciated. I feel honoured that you have chosen to support the campaign and will endeavour to use the money wisely.

Philippa Edmunds, Freight on Rail



One from the archives: ASLEF's Johnnie Walker, district secretary; Willie Wilkie, sectional council secretary; Jim Adams, sectional council (Dundee); and John Blues, sectional council (Perth) join an NUM march for Coal not Dole during the miners' strike.

Upcoming events

RAMSGATE – THURSDAY 3 APRIL

Southeastern retired members' reunion from 11.00 at the Red Arrow Club, Newington Road, Ramsgate, CT11 0QX.

STONEBRIDGE PARK – SATURDAY 5 APRIL

Reunion in the Euston Flyer, Euston Road, from 15.00.

NORWICH LOCO REUNION – FRIDAY 11 APRIL

This year's reunion will be held at Arkwright's Social Club, Hobart Square, Hall Road, Norwich, NR1 3JB from 19.00. All welcome. Free buffet. Details from Peter Bacon on 07925 369338 or Chris Pearson on 07776 123206.

GLOUCESTER HORTON RD – SATURDAY 12 APRIL

Reunion for train crew and other colleagues who worked at the depot before it closed in 1994 in the Orange Room of the Fountain Inn, Westgate Street, Gloucester, from midday. Further information from Jerry Matthews on 07500 800195.

DONCASTER – THURSDAY 1 MAY

Doncaster branch celebrates its 125th year in 2014 and we are extending an open invitation to members, active and retired, and former members and friends to join us at the Trades Club in Donny from 16.00. Please advise Andy Rowley, 1 Queens Drive, Shafton, Barnsley, S72 8PB, or ring 07742 673999 and leave a message.

DIDCOT REUNION – SATURDAY 3 MAY

Didcot branch (Retired Members' Section) are holding our annual reunion from 12.00 at Didcot railway staff club. All past, present and associates welcome.

BRIGHTON & SUSSEX REUNION – TUESDAY 6 MAY

An informal open afternoon for all retired and working members of Brighton or any of the Sussex Motive Power Depots (Barnham, Bognor, Eastbourne, Hastings, Horsham, Littlehampton, Newhaven, Ore, Seaford, Three Bridges, Tunbridge Wells West and West Worthing) from 14.00 at the Brighton Railway Club, Belmont, off Dyke Road.

● Please send all your branch news and photos to journal@aslef.org.uk

Tyson talks

A healthy gathering in February for the first meeting of 2014. We were pleased to welcome our guest, Dave Tyson from Norwich, who gave us an update on the various issues regarding the Railway Pension Scheme, including the upcoming bulk transfer of funds which would affect younger members. He also talked about the scourge of Europe, lump sums and how important it is to keep our nomination forms up to date in

case of death in service. An entertaining Q&A followed before a vote of thanks by Mick Jenkins and Andrew Dawson.

Cambridge branch would like to pass our condolences to the families of former drivers Den Merry, Derek Fuller and Ronnie Gooch who have sadly passed away.

Our next meeting is on Monday 7 April at the Fountain Inn, Regent Street, Cambridge and all branch members are welcome.

Martin Haylett, branch secretary



The class of 2014 at the Ashford reunion in February

Towers of strength

Retired King's Cross drivers associated with A4s were invited to the National Railway Museum at Shildon, County Durham, to attend the Mallard 75 Great Goodbye – a final reunion – and see the last six remaining A4 locomotives gathered there. Not only did we have



fantastic day, seeing the exhibition and meeting the public, we had a fun night socialising over a meal and a few jars and reviving the old

mess room banter. Our heartfelt thanks to Sarah Towers, who looked after us so well.

Peter Smith, RMS



ASLEF vice-president Tosh McDonald hasn't switched unions. He's just showing solidarity by joining other trade unions in an anti-Atos protest.

Joy to the world

I would greatly appreciate an opportunity to show my thanks to Aylesbury rep Russ Joy-Young, for all he did during my recent five month absence from work. In particular, his efforts in ensuring I did not drop to half pay. I was diagnosed with a condition that was not covered by railway group standards, had no symptoms, and did not impair my ability to drive trains in any way. However, Chiltern had to follow the company doctor's recommendation that, without a group standard ruling, I was not fit to drive trains. NHS treatment and waiting lists saw my period of absence from work drag on for months. I was a matter of weeks short of five years' employment with Chiltern Railways (on commencement of sick leave) so they would instigate a drop to half pay much sooner than I anticipated. Thanks to Russ Joy-Young's intervention, as ASLEF rep, the company was convinced to make a discretionary payment. This was entirely due to my rep fighting for my cause, even to the extent that he was making phone calls on my behalf from his own hospital bed while undergoing medical treatment. His efforts on my behalf are greatly appreciated as was all the support from the other LDC reps.

Mark Mancer, Aylesbury depot

Pat on back

A group of ASLEF members from Longsight branch, with friends and industry colleagues, undertook a unique challenge last year, cycling all the way from Manchester to London. They departed at the same time as the first train to London at 5.05 and travelled back, heads held high, on the last train at 22.00.

They all completed the journey and, between them, raised £16,000 for the Christie in Manchester. Each person who took part, and all those who assisted, deserve the respect of your comrades and one mighty pat on the back. There are too many names to mention but Brother John Young, the email menace, was the driving force and catalyst. He is now taking a well deserved break from charity events to help his new band Dicky Hart and the Pacemakers. I doff my cap to everyone who made Pendo Cycle 200 happen...

Alan Moss, Longsight branch



It's show time as Mick Holder looks back to the Journal of April 1914

ELECTROPHOBIA RAGING HERE

Nine Elms branch reported: 'Electrophobia was raging here and fuel was added to the flame by repeated failures to pass the eye test. Mr G Moore, assistant secretary, dealt with the situation in a very capable manner and stated that as our Society was now 32,000 strong, it was time for us to have a say as to how men should be treated when prematurely scrapped by the Board of Trade, Home Office, railway companies &c. If a man could see flags and signals for a reasonable distance he did not require to read the alphabet, and those who condemned him should be forced to accept liability.

'Mr HJ Oxlade, EC member, roused the meeting to enthusiasm in a speech of an hour's duration dealing with the electrification of the London and North Western Railway and the attitude of the company towards the men requiring double the work at two-thirds the price. A resolution was carried unanimously supporting the men in their demand for the retention of electric driving for steam drivers, with the passenger rate of pay.'

EVERYONE OUT FOR ENJOYMENT

New Cross branch reported: 'We had our annual dinner at the close of which we settled down to entertain ourselves by singing, &c. Everyone was out for enjoyment and they had some. The health of one of our esteemed members was drunk, Brother W Dennison, as he was just starting on his last week's work before taking his superannuation. We all wish him a long life to enjoy the well-earned rest he is going to have.'

THE PALLADIUM MINSTRELS

It was show time at Bow branch: 'The banjo trio was greatly enjoyed. Mr Pierce, late of the Palladium Minstrels, one of the trio, was encored every time. Special mention must be made of a duet by Brothers W Humphreys and A Bolam, in their parody entitled *The Control Goblin Man*, and a duet by Brothers W Humphreys and W Waldron entitled *Casey, the Engineer of the Plaistow Mail*, and Brother T Mathieson for his violin solos.

'The toast of the evening, success to the ASLEF, was received with great enthusiasm.'

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WELLWOOD WHITLOCK BOW TIES AND BEM

It is with great sadness that I report the death on 6 November of retired driver Wellwood Whitlock, also known as Harry; a name given to him by his first driver at Willesden.

Wellwood was born in 1928, joined the railway in 1943 at Millhouses before moving to Kentish Town and then Willesden.

Wellwood had a long and distinguished career on the railway and was highly regarded as a staunch friend and railwayman. He worked tirelessly as a first aider and it was in connection with these skills that he was awarded the British Empire Medal.

Wellwood retired in 1993 as a mentor driver at Stonebridge Park and was a

founder member of the Willesden A1 Club which in 1994.

With many other retired drivers we had many good times on days out all over the country, travelling of course by train! Wellwood was always very smartly turned out and renowned for his collection of bow ties. He will be dearly missed by his daughters, Sandra and Jenny, family, friends and railway colleagues.

David Humphrys, RMS

NORMAN HILTON TURNTABLE TROUBLE

Norman Hilton – a lovely man who always had a smile on his face – died on 10 February. He was born at Settle in 1935 and always wanted to be a train driver. He started on the railway in 1950, after national service in Korea, at Green Ayre. Rumour has it there was a turntable at the depot and a dole office alongside and one day Norman was moving a steam engine but it had no steam and ended up in the dole office wall with everyone running for cover!

When Green Ayre closed he moved to Carnforth and became one of the pathfinders to move to Merseyrail when the underground opened in 1977. He was based at Kirkdale and travelled every day from Carnforth at every God given hour before ending his railway career at Southport. He liked a flutter on the horses and a tipple after work and it was always a pleasure to be in his company at work or in the pub. I never heard anyone say a bad word about him,



and all our thoughts go out to his family and Dotty, his partner of 20 years. Rest in peace, Norman.

Bill Baxter, Southport

RICHARD GREENSMITH ALWAYS A RAILWAYMAN

Richard Alexander (Alec) Greensmith was born in Clubmore, Liverpool in 1923. The son of a docker, he was well aware of the hardships of the time, and vividly remembered his father's tales of the dockers' pens and the daily selection for work.

In 1940 his Uncle Fred, a shunter, told him there were jobs on the railway at Walton on the Hill. He was taken on as

a cleaner and found himself in a reserved occupation. He progressed to fireman and once, on loan to another depot, worked a turn on the Mallard and burnt his overalls as he was not given the leather apron that regular firemen on this loco were. In 1953 he was given an industrial heroism award when he was badly burnt trying to help at a fire in a



signal box; the signalwoman died from her injuries.

He took a driver's job at Devon's Road, the first all diesel depot in the country, moved to Brunswick depot in Liverpool in 1961 and then Garston. In 1982,

just after the flexible rostering dispute ended, my father decided it was time to go. He took the money offered by British Rail and moved on, doing several part time jobs, eventually retiring at 70.

Throughout his post-railway years, my father remained a railwayman. He was always interested in developments and avidly read railway publications – especially this one. My father died on 16 January.

Paul Greensmith

TONY WEBSTER

Tony Webster, a Hitchin branch stalwart and tireless LDC rep, served the branch for many years until an eyesight problem took him off the footplate. Tony suffered a long period of illness, but being the strong character he is, fought long and hard before succumbing. Some of us travelled with him to Europe where, under his fatherly influence, we visited many towns and cities and drank in the culture, and anything we could fit in a glass! We raise our glasses to you, Brother.

Peter Dunlop, RMS Hitchin

HJ DOSWELL

My grandfather, HJ Doswell (1925-2013), a member of your union based in Basingstoke, driving the Southern line from Southampton to Reading and Waterloo through steam (starting as a fireman), diesel and onto electric engines, died on 24 December. In addition to the years of dedicated work (cycling six miles a day as he didn't drive a car) he received a bravery commendation when an engine caught fire and he moved it away from the station preventing a disaster.

S Goslin

ERIC JACKSON

Eric Jackson, who attended our Christmas drink on 12 December, passed away on 1 January. It was a great surprise to learn of his final departure. His funeral was swelled by 30 of his Stratford colleagues – former general secretary Lew Adams was among the mourners – and the turnout shows the esteem in which he was held. Farewell Eric; you will be missed.

David Pizzie, Stratford

KEN DAY REMEMBERED AT TONBRIDGE

Ken Day came to Tonbridge depot in the 1950s, when I was a young fireman, because his depot closed at Templecombe. He was well liked and fitted in straight away, even if he had a strange accent! Rest in peace Ken, we still have our memories.

Dave Weddle, Tonbridge RMS

JAMES STEADY A WONDERFUL LIFE

My husband James passed away on 10 January. He worked at Colchester depot for 50 years, starting on steam trains, then diesels and electrics, and retired 11 years ago. He had a wonderful happy working life.

Pat Steady

DENNIS EHN

Dennis George Ehn, affectionately known as Chicken, has died at 85. He joined the merchant navy when he left school, to see the world, then at 20 joined the railway at King's Cross top shed, progressing through the ranks to become a top link driver. He loved a game of cards, had a passion for classical music and went to as many concerts as time would allow.

PJ Smith



We welcome letters, either by email to journal@aslef.org.uk or by Royal Mail to **ASLEF Journal at 77 St John Street, London, EC1M 4NN**. Each month the writer of our **star letter** wins a rich range of ASLEF regalia.



Democracy in action

I write in response to Liam Tansey's letter – *My right to vote Yes* – in the *Journal*. Whilst I respect his right to vote Yes and his right to be disgusted by any article in the *Journal* or any motion passed by AAD, I disagree with his implication that because AAD passed this motion, it in some way behaved like a government we condemn.

He reminds us that 90% of the delegates who passed the motion will not receive a vote in the referendum. He omits to say that 100% of the delegates who are entitled to vote in the referendum (every Scottish delegate) voted in favour of the motion.

The fact that AAD unanimously passes a motion and then a columnist is invited to write in support of that policy is not only democracy in action but entirely what I would expect. The structure of our union's parliament is democracy in its truest form. Members attend branches, debate motions and vote on what is put to AAD. Our Annual Assembly of Delegates is made up of delegates from branches. Delegates move their branch motions and AAD decides what is passed by a democratic vote. Our executive committee ensures motions that are passed are raised in the machinery. I don't understand any comparison with governments we condemn.

I am positive there are Scottish ASLEF members who support independence. I hear them most weeks in the bothy campaigning for it. But that does not change the fact that the motion was democratically passed and the article is supporting our union's policy. If members who support independence want to change our union's stance I suggest as well as freely fighting against the decision in the workplace, they freely fight the decision in their branches. There they will be welcomed and respected by those who hold differing opinions.

Pat O'Rourke, Edinburgh No 2

Yes and No to speak

I was astonished at the unnecessary attack on the democracy of our union by Bro Tansey in February's *Journal*. At our district council over the last 14 months we have had three MSP speakers from the Yes campaign – John Mason and Stewart Stevenson (SNP) and Patrick Harvie (Scottish Greens). This gave district council delegates an opportunity to hear the arguments from the Yes campaign first hand and to make an informed decision. I

DEMOCRACY, DISCUSSION, DEBATE WITHOUT RESORT TO PERSONAL INSULT

I applaud Bro Tansey's decision to share his opinions on the Scottish referendum with the membership which, through the vehicle of the *Journal*, will allow us to decide whether we support or oppose the idea of independence. I agree that each of us is entitled to his or her view. Every member should be encouraged to vote – one way or the other – and whilst I profoundly disagree with him, I would defend to the death his right to his opinion and to express it, free from intimidation or bullying. But that is the limit of my support for what can only be viewed as an ill-tempered, ill-considered rant.

ASLEF is nothing if not a democratic organisation (as evidenced by the protracted pay negotiation in Scotland this year). Every branch can debate any subject they like and I find it hard to believe that Edinburgh No 2 did not

discuss (and vote on) the issue in advance of AAD in Edinburgh. Perhaps Bro Tansey was absent that day.

The very essence of democracy is to go with the will of the majority. The AAD decision was the will of the majority, expressed freely, by their representatives, in an open forum. That Bro Tansey disagrees (vocally) does not invalidate it.

It brings no credit, either to Bro Tansey personally, or the wider SNP/Yes campaign, to question the integrity of ASLEF, or the trade union and labour movement. Whilst I am a passionate advocate of Scotland remaining within the UK, I have no personal political ambitions and am not a member of any political party. Let us have the debate. But please let us discuss the facts, calmly and rationally. Let us not resort to insults.
Tom Burns, Perth branch

find it insulting that Bro Tansey picked out Neil Findlay (Labour) to have a go at.

Neil has been at the forefront of the campaign against blacklisting and has called on the Scottish government to examine the cases of NUM members wrongfully arrested during the 1984-85 strike. He is a friend of the trade union movement. The book *Class, Nation and Socialism* that Bro Tansey attacks is a centre-left vision for Scotland. Our own district organiser contributed to the book, making the case for a publicly-owned publicly-accountable railway in Scotland. Only the SNP has criticised the book, for not being supportive of independence.
John McCue, District 2 council

Illusion of democracy

I read with interest Glenis Willmott's article in the January *Journal*. What Glenis failed to mention is that the EU Parliament has little or no power, so it doesn't really matter what the UKIP group or Labour group votes for. All the power at the European Union rests with the 27 commissioners, only one of which represents

the UK. Most people don't know who their EU Commissioner is, largely because not one of us had the opportunity to vote for her (there's a clue) as she was appointed.

The EU Parliament exists to create an illusion of democracy. It does not have legislative initiative; it is not able to initiate laws and policies, which is precisely what you would expect a Parliament to be doing. It votes on the regulations and directives created by the commissioners and their army of bureaucrats. But even if Parliament votes against a piece of legislation, the commissioners could, and would, overrule that decision. At best they can tweak it slightly and claim to have made major changes, in the same way that the failed EU constitution became the Treaty of Lisbon.

If the UK were to withdraw from the EU, it would once again be up to our own government at Westminster to introduce legislation through a democratic process. This is not perfect, but at least you know who your MP is and it's straightforward to lobby them, as an individual, or a union, and if said MP doesn't shape up, you have the opportunity to select someone else at the general election,

unlike the EU Commissioners, who are accountable to no one.

Ken Hall, Horsham branch

Character assassination

I would like to reply to the Letters page in the March *Journal* and your decision to allow a personal attack on myself. I wrote a letter (*Journal*, February) regarding the decision to back the No campaign which I fully expected people to reply to. However, I expected it to be done in a mature and constructive manner and not as a platform for character assassination and personal attack.

One letter tries to bring into question my credentials as a trade union activist and socialist and implies some kind of educational impairment. I go back to a previous statement I made about trash journalism, because that is exactly what that was.

Have we become a trade union where someone cannot express a differing view without fear of public, unfounded, accusations been levelled at them, without having their integrity and beliefs questioned, simply because they differ from other people?

Do we, as members of this union, have not the right to express an opinion unless we attend a branch meeting? Is our right to a voice diminished by not attending? I have my own historical reasons for not attending these meetings, but does that make me any less of a socialist, any less a trade unionist or, indeed, any less educated?

Liam Tansey, Edinburgh Waverley

Part of the union

I am writing to thank Mick Whelan, Andy Botham and Dick Fisher for their help in getting me reinstated at Derby after a very uncertain three months; and the drivers at Derby and St Pancras for all your support. Having been on the footplate for 37 years, you never know when any one of us might need help or support for any number of reasons, professional or otherwise. Every new driver starting work in this industry needs to join ASLEF at the earliest opportunity, for their own peace of mind, and to learn more about branch meetings, how to make use of the democratic process, and to be able to have your say where and when it counts. At the branch.

Bill Hobbs, Derby branch

Where there's a will

I would like to thank ASLEF for the opportunity to attend a public speaking course, which was advertised by a circular, at the Workers' Education Association in London. I found it very informative and entertaining. My wife and I also took up the offer of a free will writing service; a

straightforward process which saved us £130 on the price quoted by a local solicitor.
Dave Winter, Barnham West Sussex

Time for a reality check

We're told the British economy is growing and GDP is at a six year high. Are we being fed a Tory line here or is it just me? I feel the country needs a reality check as I don't believe the government hype. We don't build anything of worth now, there are more bridges built over the River Clyde in the last decade than ships launched. Our young people, aged 16-24, are suffering and I fear have no chance of employment due to the lack of skills they need to find work. With the demise of our shipbuilding and manufacturing expertise the time to up skill our unemployed has never been greater.

The right for work goes hand in hand with

education; it should be available to all. It bugs me when government figures are fudged, benefit cuts rife and the poor in our society unable to cope. I believe it's time the social justice system in our country became fairer for the society it represents and the people in power start getting the message from those who elect them. As a trade unionist and socialist I believe this is the way forward.

Alan Reid, Yoker branch

A billion between friends

You ask (*Journal*, March) what would I do with £100 billion? Well, certainly not spend it on HS2, where it is unlikely to cover the final bill. It has been suggested that this amount would solve the problem of nuclear fusion and cover the cost of two such power stations.

Robert McMillan, Wolverhampton

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COMMEMORATIVE badge to mark the 25th anniversary of the Clapham rail disaster. Each badge is individually numbered. £5 including p+p, cheques payable to ASLEF Bournemouth branch, from J Martin, Flat 1 Blenheim Court, 26 Marlborough Road, Bournemouth, BH4 8DH.



ENGRAVING: ASLEF driver based in Sunderland branch offers professional engraving at reasonable prices. I can engrave anything you wish, such as the ASLEF logo on a pint tankard which is pictured. For further details contact Paul Potts by email at ppotts1969@hotmail.co.uk

DENNIS BOSTOCK'S UNDERGROUND MEMOIRS 1968-2008 at £15 on a CD data disc containing 450 A4 pages, including photos, with free Ongar line and engineers DVD. Text details to 07599 018271. Pay by cheque or postal order only on receipt of discs. In ASLEF, and you, I trust.



FAVERSHAM branch is selling mugs and tee-shirts 'devoted' to Mrs Thatcher! Both are £10 and illustrate the branch view of her vicious right-wing policies. They can be obtained from the branch website www.aslef-favershambranch.co.uk or from Andy Cooke at andycooke69@hotmail.com or (mobile) 07771 923831.

Art of Britain's railway

KEITH RICHMOND turns the pages of a new book devoted to some of the greatest posters of the railway age

IT'S easy for passengers – especially the early morning commuter standing in cattle class on an overcrowded Worst Great Western service into the capital – to forget that once upon a time, and not all that long ago, travelling by train was a byword for the elegance of the Edwardian era and a British Empire on which the sun never set.

The spirit of adventure, the sense of setting out on something special to go to somewhere new, exciting and different, long before holiday programmes, travel supplements and budget airlines had made even the most exotic foreign destination look over-familiar, is captured in a new book devoted to some of the best posters from the great age of railway art.

Great British Railway Posters is an absolute nostalgia fest. It plunders the National Railway Museum collection for 105 posters from the last 150 years to tell the social history of Britain, and our railway, through popular art.

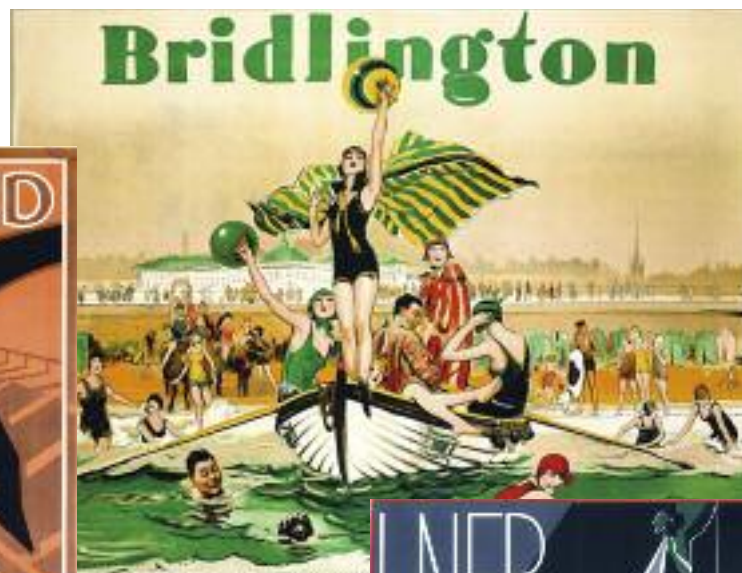
This was a time before low cost airlines, when most people did not have a car. A time before the internet and the worldwide web, when many people did not have a TV. A time when the longest journey was to school or work which was just a few miles down the road by foot, bicycle or bus.

So these extraordinary posters – which are odes to the joy of

travel – celebrate the journey as much as the destination.

An art deco poster for the London Midland & Scottish Railway, by Norman Howard, which ran for a quarter of a century from 1923 to 1947, is typical of the time. It is bold and beautiful in concept and design, clean and clear in its lines and, as a bonus, cheap to print as it uses an orange wash, not full colour.

In contrast, Tom Purvis, who became one of the first Royal Designers for Industry in 1936, came up with this full colour paeon of praise for Harrogate, 'the British spa' town in the West Riding of Yorkshire, for the



Posters from the Golden Age of Railway Art

London & North Eastern Railway.

A poster produced by Edmond Vaughan for the Southern Railway in 1929, urging holidaymakers to head south for winter sunshine, is a hard line Futurist manifesto, celebrating the age of the train over the delights of the south of England.

A 1932 LNER poster by AR Thomson depicts the famous Flying Scotsman as the embodiment of modernity and speed – typical Futurist tropes – while having a sly dig at Southern Railway's long-running, and much-loved, *Little Boy* poster. It's an extraordinary piece of art, but bombed with the public, and wasn't reissued in 1933.

Bathing belles were two a penny, and not just on saucy seaside postcards, but on railway posters, too. This one, by William

Barribal, to promote Bridlington in the East Riding of Yorkshire, is a classier cut above the rest.

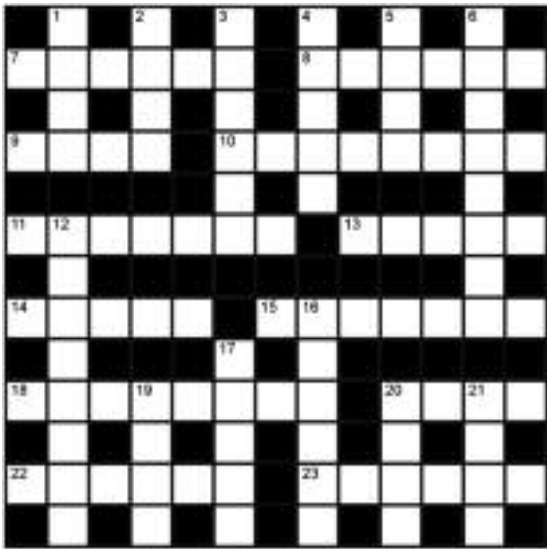
Original posters now sell, at auction, for between £1,000 and £2,000 and colour reproductions, knocked out for between a fiver and a tenner apiece, are popular. Some people buy them because they are railway – especially steam – enthusiasts, some because they conjure up a country which has vanished, and some for the quality of the art itself.

This book is a fabulous peek into the past and will bring a smile to your lips, whatever the reason you are flicking through the pages.



***Great British Railway Posters* (Future, £7.99) from the National Railway Museum in York tells the story of the railway through some of its most celebrated art.**

Prize Crossword number 96 by Zebedee



Solution to prize crossword No 95 which appeared in the March edition of the ASLEF Journal

Across 1 Rough 7 Plimsoll 8 Grand 10 Gargantuan 12 District 14 Stir 16 Chew 17 Obedient 20 Entomology 23 Easel 24 Headline 25 Sneer

Down 1 Ragged 2 Gong 3 Flog 4 Amend 5 Volunteer 6 Planer 9 Dairy 11 Essential 13 Cub 15 Adage 16 Creche 18 Tiller 19 Smile 21 Lane 22 Yarn

Congratulations to **Herbie White** of **Gidea Park, Romford, Essex**, who was last month's winner.

Across

7 Grating that admits cooling air (6)
8 One who leaves one country to settle in another (6)
9 Harp used by ancient Greeks (4)
10 Transportation by sea (8)
11 Boiled egg containers (7)
13 Unwillingness to do something (5)
14 Used as a greeting (5)
15 Keenly (7)
18 Cloth (8)
20 A slow pace of

running (4)

22 Spray to remove ice from car windows (6)
23 Shortsightedness (6)

Down

1 Any act of immoderate indulgence (4)
2 With Vera she makes an essential oil (4)
3 Badly botched or muddled (4-2)
4 Send payment for (5)
5 A small tuft or lock (4)
6 Occurring or existing before birth (8)
12 An intermediate/uncertain area (4,4)

16 Self-confidence (6)
17 A personal journal (5)
19 Printing method is end of wretch! (4)
20 Norse god of thunder (4)
21 A notice of someone's death (4)



MARKS & SPENCER

The winner of this month's crossword will receive Marks & Spencer vouchers to the value of £25

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Thanks for all your responses to the 95th ASLEF crossword in the March edition. If you successfully complete this month's crossword please send the solution to the Editor, ASLEF Journal, 77 St John Street, London, EC1M 4NN by 14 April

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